

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 09/15/1992

LAX90LA110					
File No. 726	03/06/1990	LANAI, HI	Aircraft Reg No. N851FE	Time (Local): 12:45 HST	
Make/Model: CESSNA / 208B			Fatal	Serious	Minor/None
Engine Make/Model: P&W / PT-6-A114			Crew 0	0	1
Aircraft Damage: Substantial			Pass 0	0	0
Number of Engines: 1					
Operating Certificate(s): On-demand Air Taxi					
Name of Carrier: CORPORATE AIR					
Type of Flight Operation: Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter					
Last Depart. Point: HONOLULU , HI			Condition of Light: Day		
Destination: KONA , HI			Weather Info Src: Pilot		
Airport Proximity: On Airport			Basic Weather: Visual Conditions		
Airport Name: LANAI			Lowest Ceiling: 5000 Ft. AGL, Broken		
Runway Identification: 3			Visibility: 20.00 SM		
Runway Length/Width (Ft): 5000 / 150			Wind Dir/Speed: 030 / 010 Kts		
Runway Surface: Asphalt			Temperature (°C): 29		
Runway Surface Condition: Dry			Obstr to Vision: None		
			Precipitation: None		
Pilot-in-Command			Flight Time (Hours)		
Age: 39					
Certificate(s)/Rating(s)			Total All Aircraft: 2961		
Airline Transport; Multi-engine Land; Single-engine Land			Last 90 Days: 201		
Instrument Ratings			Total Make/Model: 798		
Airplane			Total Instrument Time: 369		

THE PILOT SAID THAT HE SERVICED THE OIL QUATITY PRIOR TO DEPARTURE. THE AIRCRAFT WAS IN LEVEL CRUISE ABOUT EIGHT MILES FROM THE AIRPORT WHEN THE PILOT SAW THE PIL PRESSURE FLUCTUATING, THEN BEGIN DECREASING, WITH A CORRESPONDING DECREASE IN ENGINE TORQUE OUTPUT. THE PILOT FOLLOWED THE CHECKLIST AND SHUT DOWN THE ENGINE WHEN THE AIRCRAFT WAS OVER THE AIRPORT. THE PILOT SET UP A SPIRAL OVER THE AIRPORT TO LOSE ALTITUDE IN PREPARATION FOR A POWER OFF FORCED LANDING. THE PILOT SAID HE LET THE AIRCRAFT GET TOO LOW WHILE LINING UP FOR THE RUNWAY AND LANDED SHORT IN A FIELD. FAA INSPECTORS EXAMINED THE AIRCRAFT AND THE ENGINE AT THE SITE AND FOUND OIL COVERING THE RIGHT SIDE OF THE LOWER FUSELAGE. THE OIL FILLER CAP WAS FOUND LOOSE IN THE FILLER NECK. NO EVIDENCE OF OIL LEAKAGE WAS NOTED TO ANY PART OF THE ENGINE OR OIL LINES. THE 'O' RINGS IN THE OIL FILLER NECK WERE FOUND IN PLACE AND THE FILLER NECK WAS FOUND ATTACHED TO THE ENGINE WITH THE CORRECT TORQUE.

Brief of Accident (Continued)

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File No. 726 03/06/1990 LANAI, HI Aircraft Reg No. N851FE Time (Local): 12:45 HST

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. SINGLE ENGINE AIRCRAFT
 2. (C) LUBRICATING SYSTEM,OIL FILLER CAP - LOOSE
 3. (C) LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
 4. (F) FLUID,OIL - LOSS,TOTAL
 5. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
7. (F) TERRAIN CONDITION - HIGH VEGETATION
8. (C) PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT'S MISJUDGEMENT OF THE GLIDE PATH ANGLE WHILE EXECUTING A FORCED LANDING AT THE LANAI AIRPORT. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF THE PILOT TO PROPERLY SECURE THE OIL FILTER CAP PRIOR TO DEPARTURE.